

**Maryland
Transportation
Authority**

Martin O'Malley
Governor

Anthony Brown
Lt. Governor

Beverly K. Swaim-Staley
Chairman

Peter J. Basso
Rev. Dr. William C. Calhoun, Sr.
Mary Beyer Halsey
Louise P. Hoblitzell
Richard C. Mike Lewin
Isaac H. Marks, Sr., Esq.
Michael J. Whitson
Walter E. Woodford, Jr., P.E.

Ronald L. Freeland
Executive Secretary

Beverly Hill, Director of
Procurement and Statutory
Program Compliance

2310 Broening Highway
Suite 160
Baltimore MD 21224
410-537-6769
410-537-1044 (fax)
711 (MD Relay)
1-866-713-1596

e-mail: mdta@mdta.maryland.gov

www.mdta.maryland.gov



July 23, 2010

TO ALL PURCHASERS OF CONTRACT DOCUMENTS:

ADDENDUM NO. 2

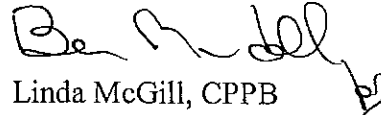
RE: Contract No. FT 2036-000-002

Miscellaneous Structural Repairs Inside the Fort McHenry Tunnel (A)

Ladies and Gentlemen:

It is important that you acknowledge receipt of this Addendum No. 2 on the referenced contract regardless if you will be bidding or not bidding.

Very truly yours,


Linda McGill, CPPB
Chief Procurement Officer

LM/mdj

Enclosures

Contract No. **FT 2036-000-002**

This will acknowledge receipt of the attached Addendum No. 2.

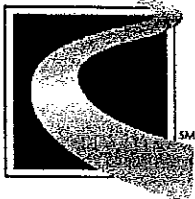
NAME OF COMPANY

SIGNATURE

DATE

THIS SIGNED ADDENDUM ACKNOWLEDGEMENT PAGE SHALL BE RETURNED TO THIS OFFICE VIA **FAX AT 410-537-7801**, ATTENTION: MAGGIE JOHNSON PRIOR TO THE BID OPENING DATE.

IN ADDITION, THIS SIGNED ADDENDUM ACKNOWLEDGEMENT PAGE MUST BE ATTACHED TO THE OUTSIDE COVER OF THE BID BOOK. FAILURE TO DO SO MAY RESULT IN REJECTION OF YOUR BID.



Maryland
Transportation
Authority

Martin O'Malley
Governor

Anthony Brown
Lt. Governor

Beverley K. Swaim-Staley
Chairman

Peter J. Basso
Rev. Dr. William C. Calhoun, Sr.
Mary Beyer Halsey
Louise P. Hoblitzell
Richard C. Mike Lewin
Isaac H. Marks, Sr., Esq.
Michael J. Whitson
Walter E. Woodford, Jr., P.E.

Ronald L. Freeland
Executive Secretary

Beverly Hill, Director of
Procurement and Statutory
Program Compliance

2310 Broening Highway
Suite 160
Baltimore MD 21224
410-537-6769
410-537-1044 (fax)
711 (MD Relay)
1-866-713-1596

e-mail: mdta@mdta.maryland.gov

www.mdta.maryland.gov



July 23, 2010

TO ALL PURCHASERS OF CONTRACT DOCUMENTS:

ADDENDUM NO. 2

RE: Contract No. FT 2036-000-002
Miscellaneous Structural Repairs Inside the Fort McHenry Tunnel (A)

Ladies and Gentlemen:

It is important that you acknowledge receipt of this Addendum No. 2 on the referenced contract regardless if you will be bidding or not bidding.

A: The Bid Opening Date for the above referenced contract remains unchanged, **Thursday July 29, 2010 at 12 Noon.**

B: The following changes have been made to the Invitation for Bids.

1. Enclosed are responses to faxed questions submitted by Contractors.

Very truly yours,

Linda McGill, CPPB
Chief Procurement Officer

LM/mdj

THIS SIGNED ADDENDUM ACKNOWLEDGEMENT PAGE MUST BE ATTACHED TO THE OUTSIDE COVER OF THE BID BOOK. FAILURE TO DO SO MAY RESULT IN REJECTION OF YOUR BID.

Miscellaneous Structural Repairs Inside the Fort McHenry Tunnel – (A)

Fax in Questions submitted by America Hydro on 7/15/2010

Question: Drawing S-2.01 note 6 states “Shoulder to be created using hydro-demolition. Saw Cutting shall not be used.” Section A~A on the same drawing shows a detail that looks like a sawcut edge. Is this the cut that is expected to be accomplished with hydro-demolition? Please note that hydro-demolition will not provide a perfectly straight edge. The cut edge will have a rough profile.

Answer: As specified, saw cutting shall not be used. Shoulder to be created using hydro-demolition.

Question: Is there any other access to the bores other than the man doors that were used during the walkthrough?

Answer: Contractors can access the repair areas inside the fresh air duct by using the manholes located in the middle of the roadway throughout the tunnel or thru the ventilation buildings. See contract plans for details.

Question: What is the strength of the existing concrete in the bores? Page 68 of the Specifications states that “The demolition of the existing concrete shall be performed using hydro-demolition equipment which has been calibrated to remove only unsound concrete with a compressive strength of less than 2500 psi.” Please realize that this specification is not achievable with hydrodemolition. For example, if you delaminated concrete that is 4,000 psi it will also come out when hydrodemolition is being performed.

Answer: The strength of the concrete will not determine the ease of removal of the delaminated concrete. The idea of the concrete being “unsound” implies the strength is less than its capacity. This process has been successfully used at previously selected test locations.

Question: What is the minimum patch size that will be required to be hydrodemolished? Please note that the minimum patch size should be at least 10 square feet.

Answer: There is no required minimum patch size. This process can be utilized on delaminated areas as small as 1 square foot by utilizing a wand attachment.

Question: Can the hydrodemolition equipment be left inside the Bore outside of working hours?

Answer: Yes. However, it will require approval by the Engineer & the tunnel Administrator.

Question: Does the water need to be pumped out of the bore each night?

Answer: Yes.

Question: Is it required to recycle the water or can the contractor use potable water each night, treat it to meet discharge requirements and then discharge it?

Miscellaneous Structural Repairs Inside the Fort McHenry Tunnel – (A)

Answer: The hydrodemolition water is to be recycled. However any disposal of hydro demolition water must meet state and federal water quality standards.

Fax in Questions submitted by Coastal Gunit Construction Company on 7/13/2010

Question: Can light (19# class) chipping hammers be utilized in lieu of hydro-demolition for concrete removal?

Answer: No. Removal of concrete will be performed as specified in the Contract documents.

Question: Is it the intent to use a Performance Specification or a Prescription Specification, i.e, are you specifying the means and methods (other than wet-mix shotcrete) or the results?

Answer: The shotcrete section is a performance specification.